

1.2 Socio-Economic Situation

Related socio-economic indicators for the future railway traffic demand of the Study Area are shown in Table 1.2.1. Of the approximate 15 million residents in the capital region, 5.5 million (or 37%) are employed and 74.4% are engaged in the tertiary sector followed by the secondary sector with 22.8%. The primary sector accounts for 2.8% only in the region. Approximate 19% of the total household own car and there are 54 cars per 1,000 thousands population in the region. The average monthly income in the area is 12,350 pesos and 8.7 % households are below the poverty line of 6,520 person/month.

Metro Manila has specific features on socio-economic structure compared that of the adjoining area such as higher educational level, higher income and service sector oriented employment especially low level of the poverty income.

Table 1.2.1 Socio-economic Situations for the Study Area, 1996

Item	Metro Manila	Adjoining Area	SIRNMM Study Area
Population	9,817	5,180	14,997
No. Of Households	2,045	1,057	3,102
Average Household Size	4.8	4.9	4.8
Employment* thousand (%)	3,729 (100.0)	1,806 (100.0)	5,536 (100.0)
- Primary	39 (1.0)	117 (1.0)	157 (2.8)
- Secondary	836 (22.4)	426 (23.6)	1,263 (22.8)
- Tertiary	2,854 (76.5)	1,263 (69.9)	4,117 (74.4)
School Attendance: thousand (%)	3,122 (100.0)	1,463 (100.0)	4,584 (100.0)
- Pupils (primary)	2,173 (69.6)	1,215 (83.0)	3,387 (73.9)
- Students (secondary above)	949 (30.4)	248 (17.0)	1,197 (26.1)
Car Ownership			
- No. of 4-wheel vehicles: thousand	527	212	739
- Car-owning households: %	19.7	16.9	18.7
- Ownership: No./thousand Pop.	59	45	54
Household Income			
- Average: Peso/month	13,122	10,850	12,356
- % HHS below Poverty Line	6.5	12.8	8.7

Source: MMUTIS Report

1.3 Related Development Plan

The old Manila had Escolta and Binondo as the principal Central Business District (CBD). Makati emerged as the major CBD in the 1970s and has retained that distinction up to the present, even though Metro Manila is characterized by multiple - albeit smaller, CBDs. Attempting to rival if not displace Makati are the following property developments:

- Ortigas Center in Pasig and Mandaluyong
- Fil-Invest City, in Alabang
- Fort Bonifacio in Taguig
- Boulevard 2000 on the southwestern coast of Manila Bay.

Of the four, Fort Bonifacio and Boulevard 2000 are envisioned to be of a scale larger than Makati today. Except for Ortigas Center, all are located south of the Pasig River. Hence, the urban center of gravity will continue to have a strong southern bias. As evident in Makati, such high-density developments cannot be sustained by road-based transport alone; rail services are critical to their viability. Only the Fort Bonifacio 'global city' has plans that incorporate rail. Makati is belatedly addressing its transport bottleneck after the fact.

1.4 Land Use

1.4.1 Urban Development Characteristics

Urban developments in Metro Manila can be characterized as follows:

(1) Intensified Population Density and Sprawl Phenomena

In some inner areas like Makati, population density has been reached through development of high-rise residential buildings. In most instances, low-density development for high and middle-class income families has been occurring in intermediate zones between C4 and C5 and in suburban or urban peripheries. In some inner areas which had experienced saturation and deteriorated living conditions, population has decrease.

(2) Suburbanization

In accordance with income improvements, households in the inner areas have tended to relocate their residences to the outer areas. This phenomenon has lengthened the separation of the residences from work and educational places.

(3) Mixed Land-use and Squatter Area

Pockets of mixed land uses and squatter/slum communities in the Metro Manila are evident. These often hinder transportation and urban developments.

(4) Inadequate Land-use/Development Control

The Local Government Code (LGC) was enacted in 1991 and transferred many powers to the LGUs, particularly urban planning and development controls. While many have embraced comprehensive planning and adopted zoning regulations, all are generally ineffective in enforcing land use restrictions and securing future roads rights of way. Uncontrolled sprawl is still the norm, with private developers dictating the pattern.